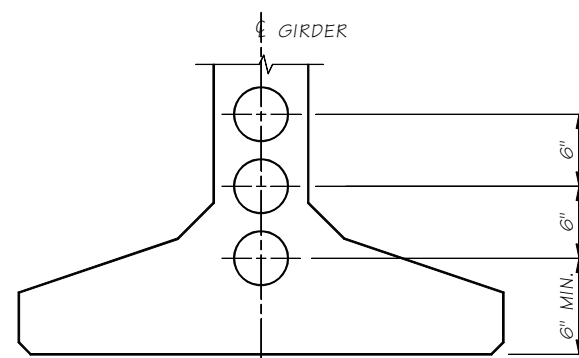
[illegible]

1. THE MINIMUM COMPRESSIVE STRENGTH OF THE CAST-IN-PLACE CONCRETE AT THE CLOSURE AT THE TIME OF POST-TENSIONING SHALL BE AS SHOWN IN POST-TENSIONING TABLE.
2. THE MAXIMUM OUTSIDE DIAMETER OF THE DUCT SHALL BE ??? INCHES. THE AREA OF THE DUCT SHALL BE AT LEAST 2.5 TIMES THE NET AREA OF THE PRESTRESSING STEEL IN THE DUCT.
3. THE DESIGN IS BASED ON [ $\frac{1}{8}$ " $\phi$  OR 0.6" $\phi$ ] LOW RELAXATION STRANDS WITH AN ANCHOR SET OF  $\frac{3}{8}$ ", A CURVATURE FRICTION COEFFICIENT,  $\mu = 0.20$  AND A WOBBLE FRICTION COEFFICIENT,  $k = 0.0002/\text{FT}$ . THE ACTUAL ANCHOR SET AND JACKING FORCE USED BY THE CONTRACTOR SHALL BE SPECIFIED IN THE SHOP PLANS AND INCLUDED IN THE TRANSFER FORCE CALCULATIONS.
4. THE DESIGN IS BASED ON THE ESTIMATED PRESTRESS LOSS OF POST-TENSIONING STRANDS SHOWN IN THE POST-TENSIONING TABLE DUE TO STEEL RELAXATION, ELASTIC SHORTENING CREEP AND SHRINKAGE OF CONCRETE.
5. THE CONTRACTOR SHALL SUBMIT THE STRESSING SEQUENCE AND ELONGATION CALCULATIONS TO THE ENGINEER FOR APPROVAL. ALL LOSSES DUE TO TENDON VERTICAL AND HORIZONTAL CURVATURE MUST BE INCLUDED IN ELONGATION CALCULATIONS. THE STRESSING SEQUENCE SHALL MEET THE FOLLOWING CRITERIA:
  - A. THE PRESTRESSING FORCE SHALL BE DISTRIBUTED WITH AN APPROXIMATELY EQUAL AMOUNT IN EACH WEB AND SHALL BE PLACED SYMMETRICALLY ABOUT THE CENTERLINE OF THE BRIDGE.
  - B. NO MORE THAN ONE-HALF OF THE PRESTRESSING FORCE IN ANY WEB MAY BE STRESSED BEFORE AN EQUAL FORCE IS STRESSED IN THE ADJACENT WEBS. AT NO TIME DURING STRESSING OPERATION WILL MORE THAN 1/6 OF THE TOTAL PRESTRESSING FORCE IS APPLIED ECCENTRICALLY ABOUT THE CENTERLINE OF THE BRIDGE.
6. ALL TENDONS SHALL BE STRESSED FROM ONE END.
7. TEMPORARY STRANDS SHALL BE POST-TENSIONED IN ACCORDANCE WITH SECTION 6-02.3(25) OF THE STANDARD SPECIFICATIONS. TEMPORARY STRANDS MAY BE POST-TENSIONED ON THE SAME DAY THE PRETENSIONING IS RELEASED INTO THE GIRDER.

Bridge Design Engr.	M:\Standards\Girders\PT Wide Flange\WF74PTG1.MAN									
Supervisor					REGION NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS	
Designed By					10	WASH.				
Checked By					JOB NUMBER					
Detailed By										
Bridge Projects Engr.										
Prelim. Plan By										
Architect/Specialist	DATE	REVISION		BY	APP'D					

BRIDGE  
AND  
STRUCTURES  
OFFICE



**Washington State  
Department of Transportation**

## STANDARD PRESTRESSED CONCRETE GIRDERS

WF74PTG SPLICED GIRDER  
DETAILS 1 OF 5

BRIDGE  
SHEET  
NO.

SHEET

OF

SHEET